

Atlanta Regional Commission  
200 Northcreek, Suite 300  
3715 Northside Parkway  
Atlanta, Georgia 30327-2809



Harry West  
Director

December 28, 1999

Honorable Bill Campbell, Mayor  
City of Atlanta  
55 Trinity Avenue, SW  
Atlanta, GA. 30335

RE: Development of Regional Impact Review  
Hartsfield Atlanta International Airport Master Plan

Dear Bill:

I am writing to let you know that the Atlanta Regional Commission has completed review of the proposed master plan for expansion of Hartsfield Atlanta International Airport. As you are aware, the Commission adopted a resolution on December 1, 1999, amending its 1989 policy on a new runway and finding the proposed master plan to be consistent with regional plans and in the best interest of the State.

For the record, the Commission's 1989 policy in the *Air Carrier Component* of the *Atlanta Region Airport System Plan* included "Development of a new runway at William B. Hartsfield Atlanta International Airport to accommodate commuter aircraft landings only." The amendment adopted on December 1, 1999, deleted the condition relating to "commuter aircraft landings only" but added a phrase related to maximum length of the runway so that the policy now reads "Development of a new runway at William B. Hartsfield Atlanta International Airport not to exceed 9,000 feet in length."

I am enclosing copies of the Commission's resolution, our review report, and comments received during the review. Please feel free to call me if you have any questions concerning this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Harry West", is written over a printed name and title.

Harry West  
Director

Enclosures

C Ms. Jaimi Tapp, Aviation Planning Manager  
Mr. William Moore, City of College Park  
Hon. Willie Oswalt, City of Lake City  
Hon. Joy Day, City of Jonesboro  
Mr. Wayne Shackelford, GDOT  
Mr. Harold Reheis, GEPD

Mr. John Lampl, City of Morrow  
Hon. Charles Hall, City of Forest Park  
Mr. Anthony Cox, City of Fairburn  
Ms. Nancy Leathers, Fulton County  
Hon. Crandle Bray, Clayton County  
Mr. Rick Brooks, GDCA

**RESOLUTION BY THE ATLANTA REGIONAL COMMISSION  
CONCERNING  
REVIEW OF THE HARTSFIELD ATLANTA INTERNATIONAL AIRPORT MASTER PLAN  
(As Amended)**

**WHEREAS**, pursuant to the Georgia Planning Act of 1989 and Georgia Department of Community Affairs Rules for the Review of Developments of Regional Impact (DRI), the Atlanta Regional Commission has reviewed the Hartsfield Atlanta International Airport Master Plan; and

**WHEREAS**, the reviewed plan includes seven major elements: extended fifth runway, international terminal, consolidated rental car facility, expansion of the existing terminal, south domestic terminal, other airfield improvements, and airport support and air cargo projects; and

**WHEREAS**, the proposed plan also includes associated activities, including roadway improvements/realignments, parking, MARTA extension, automated people movers, etc.; and

**WHEREAS**, the proposed plan is being reviewed as a Development of Regional Impact but also is an Area Plan, a Comprehensive Development Plan amendment, and eventually will involve applications for Federal assistance/approval; and

**WHEREAS**, this review will serve all these purposes; and

**WHEREAS**, in 1989, in the adoption of the *Air Carrier Component* of the *Atlanta Region Airport System Plan*, the Commission adopted the following element: "Development of a new runway at William B. Hartsfield Atlanta International Airport to accommodate commuter aircraft landings only;" and

**WHEREAS**, since 1989, forecasts of need and other conditions have changed so that the plan under review now proposes an extended fifth runway as a general purpose runway;

**NOW, THEREFORE, BE IT RESOLVED** that the Atlanta Regional Commission amends the 1989 policy by deleting the condition relating to "commuter aircraft landings only" but adding a phrase related to maximum length of the runway so that the policy now reads "Development of a new runway at William B. Hartsfield Atlanta International Airport not to exceed 9,000 feet in length."

**BE IT FURTHER RESOLVED** that the Atlanta Regional Commission finds the Hartsfield Atlanta International Airport Master Plan consistent with Regional Plans and in the best interest of the State.

Facility: **Hartsfield Atlanta International Airport Master Plan**  
Preliminary Report: **November 22, 1999**  
Final Report: **December 28, 1999**

## **DEVELOPMENT OF REGIONAL IMPACT**

**NOTE: Review of the Hartsfield Atlanta International Airport Master Plan is being conducted as a Development of Regional Impact. This is also an Area Plan, Comprehensive Development Plan amendment, and eventually will involve applications for Federal assistance/approval. Consequently, ARC's review will serve all these purposes.**

### **REVIEW REPORT**

**PROPOSED DEVELOPMENT:** Master Plan for Hartsfield Atlanta International Airport to be implemented by 2010. Plan includes seven major elements: extended fifth runway, international terminal, consolidated rental car facility, expansion of the existing terminal, south domestic terminal, other airfield improvements, airport support and air cargo projects. Associated activities such as roadway improvements/realignments, parking, MARTA extension, automated people movers, etc. are also included. The long-range element consists of additional gates for the South Terminal, cargo, maintenance and support facilities.

### **GENERAL**

According to information on the review form or comments received from potentially affected governments:

**Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.**

The initial action proposed by the City of Atlanta is amendment of the City of Atlanta Comprehensive Development Plan to incorporate the recommended Airport Master Plan as the guide to future airport development.

**Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.**

It is likely that amendment of the City of Atlanta Comprehensive Development Plan will impact comprehensive plans of local governments surrounding the airport and may in some cases involve amendments to other affected local government's plans. An example would be the relocation of a consolidated car rental facility in the City of College Park. This, along with other proposed development in College Park, will require changes to that City's plan.

During this review, the Atlanta Regional Commission amended the *Air Carrier Component* of its *Atlanta Region Airport System Plan* as it relates to the proposed new runway. The Commission's 1989 policy included development of a new runway at the airport to accommodate commuter aircraft landings only. The December 1, 1999, amendment by the Commission deleted the condition relating to commuter aircraft landings only but added a phrase related to maximum length of the runway so that the policy now includes development of a new runway not to exceed 9,000 feet in length.

**Will the proposed project impact the implementation of any local government's short-term work program? If so, how?**

No impacts to short-term work programs were identified.

**Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

The proposed development plan is projected to add an additional 20,600 direct and induced long-term jobs and 7,600 short-term jobs over the existing employment associated with the airport.

**What other major development projects are planned in the vicinity of the proposed project?**

DRI's reviewed by ARC in the immediate area include the original proposal for the commuter runway and the Sullivan Road Warehouse project at Old National Highway and Sullivan Road.

**Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.**

Yes—159 housing units, 122 businesses, and 2 churches.

**Will the development cause a loss in jobs? If yes, how many.**

No net loss.

## **LOCATION**

**Where is the proposed project located within the host-local government's boundaries?**

The proposed improvements are located on existing airport property and in areas to the west and south that are proposed for expansion. 84°25'/33°28'

**Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.**

Yes. The airport currently is contiguous to parts of unincorporated Clayton County and the cities of East Point, College Park, and Hapeville. Proposed expansions will involve areas in the County and College Park.

**Will the proposed project be located close to land uses in other jurisdictions that would benefit or be negatively impacted by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.**

Land uses in other jurisdictions will be impacted in both ways. Negative impacts are proposed to be mitigated in various ways such as buyouts.

## **ECONOMY OF THE REGION**

According to information on the review form or comments received from potentially affected governments:

### **What new taxes will be generated by the proposed project?**

Hartsfield Atlanta International Airport is one of the major economic engines of the Atlanta region and the southeast. The recommended plan is a \$5.4 billion program and annual taxes generated are estimated at \$516 million.

### **How many short-term jobs will the development generate in the Region?**

7,600 direct and induced short-term jobs over the existing employment.

### **Is the regional work force sufficient to fill the demand created by the proposed project?**

Yes.

### **In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?**

The proposed development plan is in response to the forecast demand of 121 million passengers by 2015 (73.5 million in 1998) and the ability to handle this anticipated growth will have a positive economic impact on business and industry in the Atlanta region.

## **NATURAL RESOURCES**

### **Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor or other environmentally sensitive area of the Region? If yes, identify those areas.**

The development areas include approximately 21 acres of wetlands and 301 acres of floodplain associated with the Flint River, Sullivan Creek (tributary to the Flint), and Camp Creek (tributary to the Chattahoochee River).

### **In what ways could the proposed project create impacts that would damage or help to preserve the resource?**

#### **Wetlands**

ARC staff recommends that wetlands and buffers around the wetlands be avoided if at all possible. Where disturbance must occur for the ongoing operation of the airport, the Corps of Engineers should be consulted about mitigation in the affected watershed.

### Floodplains

Imposition of impervious surface within the floodplain zones can adversely affect hydrologic patterns at both downstream and upstream locations. These effects include modification to flood height and duration, as well as return period of particular flow stages. Additionally, these environmentally sensitive areas can be decimated by alterations with development and construction. Therefore, ARC staff supports that development should be restricted to areas outside the 100-year floodplain if at all possible. Where fill must occur within 100-year floodplains, compensatory cuts should be done so that the storage volume of the floodplain is not reduced.

### Stormwater/Water Quality

Steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to the required erosion and sediment controls. After construction, water quality can be impacted without stormwater pollution controls. It is ARC staff's understanding that the airport plans stormwater runoff controls including first flush capture facilities. The specific amounts of pollutants that will be produced after construction should be calculated and provisions made for dealing with these pollutants.

### Structural Stormwater Controls

The development plan should include a stormwater management plan as a key component. The stormwater plan should include location, construction and design details and all engineering calculations for all stormwater quality control measures. ARC staff recommends that any structural controls be maintained at an 80% to 90% total suspended solids removal efficiency. The Plan should also include a monitoring program to ensure stormwater pollution control facilities function properly. ARC staff also recommends that structural controls be designed to accommodate the installation, operation and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following minimum elements:

- Monitoring of four storms per year (1 per quarter);
- Collection of flow weighted composite of the inflow to the structure during the entire storm event;
- Collection of a flow weighted composite of the outflow from the structure—the sampling period should include the peak outflow resulting from the storm event;
- Analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorous (TP) and total nitrogen (TKN & NO<sub>3</sub>); and
- Collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (DO) and fecal coliform bacteria.

The plan should finalize the number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the airport's expense. Analysis should conform to EPA standards.

The stormwater plan should include a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the airport and the responsible party.

In addition to inspections required in the stormwater management plan, the formal maintenance agreement with the airport should allow for periodic inspections for the stormwater facilities to be conducted by the appropriate governmental agency. If inadequate maintenance is observed, the responsible party should be notified and given a period of time to correct any deficiencies. If the party fails to respond, the agency should be given the right to make necessary repairs and bill the responsible party.

The site plans for development or any grading or construction permits should not be issued until a stormwater management plan has been approved and a fully executed maintenance/monitoring agreement is in place.

## **HISTORIC RESOURCES**

**Will the proposed project be located near a national register site? If yes, identify site.**

Initial analysis by the airport indicates one potential historic site and one moderately probably archaeological site will be affected.

**In what ways could the proposed project create impacts that would damage the resource?**

To be determined following further analysis of these two sites.

**In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?**

To be determined.

## **INFRASTRUCTURE**

### **Transportation**

**How much traffic (both average daily and peak am/pm) will be generated by the proposed project?**

Information submitted with the review indicates 42,700 existing trips and 74,300 forecast by 2015.

**What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?**

The airport master plan includes a number of transportation improvements including additional and relocated major and minor roads. ARC has considered the additional traffic that is likely to be generated in its transportation planning process. Regionally significant improvements are included in ARC's draft *Regional Transportation Plan*.

**Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?**

Yes.

**Is the site served by transit? If so, describe type and level of service.**

Yes.

**Are there plans to provide or expand transit service in the vicinity of the proposed project?**

Yes.

**What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?**

To reduce vehicle trips/emissions, the master plan provides for a Transportation Management Association, expanded transit service, a clean fuel fleet program, and landside/airside emission reduction.

**What is the cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?**

See above concerning draft RTP.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

**How much wastewater and sewage will be generated by the proposed project?**

Total additional wastewater is estimated at 1.86 MGD including stormwater runoff first flush capture facilities.

**Which facility will treat wastewater from the project?**

The site would be served by the South River Wastewater Treatment Plant.

**What is the current permitted capacity and average annual flow to this facility?**

The South River Wastewater Treatment Plant has a capacity to treat 48MGD with a 1998 average monthly flow of 39.11MGD. However, the maximum monthly average for 1998 was 47.7MGD, indicating a wet weather problem, which needs to be addressed, and likely could be improved with infiltration/inflow correction.



**What other major developments will be served by the plant serving this project?**

None.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

**How much water will the proposed project demand?**

Increases in water demand are projected to be 1.74 MGD.

**How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?**

There should be sufficient water supply for the proposed development but water conserving measures are essential for all new developments.

## **INFRASTRUCTURE**

### **Solid Waste**

**How much solid waste will be generated by the project? Where will this waste be disposed?**

50.5 tons per day over the existing amounts according to information submitted with the review

**Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?**

Yes. There will be small amounts of hazardous waste from the maintenance facilities.

**Are there any provisions for recycling this project's solid waste.**

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

**According to information gained in the review process, will there be any unusual intergovernmental impacts on:**

- Levels of governmental services?
- Administrative facilities?

- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

No.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

Yes.

**Will the proposed project provide housing opportunities close to existing employment centers?**

No.

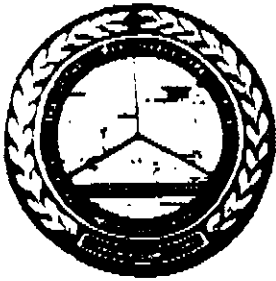
**Is there housing accessible to the project in all price ranges demanded?**

Yes.

**Is it likely or unlikely that potential employees of the proposed project be able to find affordable\* housing?**

Likely.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.



## CITY OF COLLEGE PARK

P.O. BOX 7 • COLLEGE PARK, GA. 30537 • 404/767-1837

Our FAX Number is (404) 669-3799

Date: Tuesday 30 November 1999 This transmittal consists of 1  
To: Beverly Rhea pages including this cover.  
Firm: ARC  
FAX Number 404-364-2599 Originals will / will not be mailed.  
From: William Moore Phone (404) 669 ext. 3763 x13.  
Comments: Hartsfield Atlanta International Airport  
Master Plan's Development of Regional Impact

Subject to Settlement negotiations, we  
respectfully request the addition of the  
Intersection of Sullivan Road (at I-85)  
to Airport Parkway, the addition of  
West Fayetteville Road (State Route 314),  
and modifications of Riverdale Road  
(State Route 139).

cc: Scott Miller, City Manager.

# DRI-REQUEST FOR COMMMS

**IMVIVICIOUS:** The projea described below his been submitted to d-us Regional Development Center for rrmw as a Development of Regional impact (DRI). A DRI is a development project of sufficient scale or importance chat it is likeiv to have impacts bevond che iunsdicion in which the project is acruallv loared, such as adjoining cities or neighboring counties. We would like Eo consider your comments on this proposed development in our OR[ review process. Therefore, please review the information about [he project included on ,his form and give us your comments in the space provided. The completed form should be returned co the RDC on or before ,he specified return deadline.

Preliminary findings and comments of the RDC.

Hartsfield Atlanta International Airport -  
See Preliminary Report

Comments from affected party (attach additional sheets as needed) 1. The City strongly rejects the inadequate time allowed for review 2. The City disagrees with the decision to extend the fifth runway for the following reasons: A. The physical impact on residents/ property owners of Lake City. B. The Airport Master Plan Committee recommended the "no build" option on the 3000' extension of the fifth runway and the building of the sixth runway. C. Repeated violations of federal regulations pertaining to over flights on unauthorized headings and altitude of aircraft. Numerous complaints have been registered concerning this gross lack of consideration and violations. D. there are omissions of significant data in Table 7.1 which should affect consideration of the 3000' extension of the fifth runway, and the referenced working papers VIII B and IX.

Individual completing form:

Willie R. Oswalt, Mayor

Local Government: Lake City

Department: ADM.

Telephone (404) 366-8080

Signature: Willie R. Oswalt Date: 11/30/99

**term this firm to.**

Mrs. Beverly Rhea  
Atlanta Regional Commission  
3715 Northside Pkwy  
200 Northcreek, Suite 300  
Atlanta GA 30327

Return Deadline: December 1, 1999

**DRI-REQUEST FOR COMMENTS**

**Instructions:** The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary findings and comments of the RDC:

Hartsfield Atlanta International Airport -  
See Preliminary Report

Comments from affected party (attach additional sheets as needed): 1. While considering the Report, and the absence of sufficient time to review the Report, the following comments reflect our overall rejection of the Report content:

1. Disagree with the decision to extend the FIFTH runway for the following reasons:
  - a. Physical impact on property owners in Forest Park.
  - b. The Airport Master Plan Committee recommended "no build" on the 3,000 foot extension for the fifth runway, and the building of the sixth runway. This apparently was unilaterally overridden by Atlanta Mayor, Bill Campbell.
  - c. Repeated violations of existing federal regulations pertaining to over flights on unauthorized headings. The FAA Air Traffic Controller element at Hartsfield fails to comply with regulations relating to headings and altitude of aircraft. Numerous complaints have been registered concerning this gross lack of consideration and violations.
  - d. Omissions of significant data relating to Working Papers Table 7-1, which should affect consideration of the 3,000 foot extension of the fifth runway, and the working papers VIIIB and IX.

Individual completing form: Joy B. Day, Mayor  
City of Jonesboro

Local Government: City of Jonesboro

Department: Administration

Telephone: (770)478-3800

Signature: Joy B. Day Date: 11/30/99

Please return this form to:

Mrs. Beverly Rhea  
Atlanta Regional Commission  
3715 Northside Pkwy  
200 Northcreek, Suite 300  
Atlanta GA 30327

Return Deadline: December 1, 1999



## DRI-REQUEST FOR COMMENTS

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Preliminary findings and comments of the RDC:

Hartsfield Atlanta International Airport -  
See Preliminary Report

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  - c. Repeated violations of existing federal regulations pertaining to over flights on unauthorized headings. The FAA Air Traffic Controller element at Hartsfield fails to comply with regulations relating to headings and altitude of aircraft. Numerous complaints have been registered concerning this gross lack of consideration and violations.
  - d. Omissions of significant data relating to Working Papers Table 7-1, which should affect consideration of the 3,000 foot extension of the fifth runway, and the working papers VIIIB and IX.

Individual completing form: \_\_\_\_\_

Local Government: City of Forest Park, Georgia

Department: Administration

Telephone: (404) 366-4720

Signature: Charles Christensen Date: 11-30-99

Please return this form to:

Mrs. Beverly Rhea  
Atlanta Regional Commission  
3715 Northside Pkwy  
200 Northcreek, Suite 300  
Atlanta GA 30327

Return Deadline: December 1, 1999

**DRI-REQUEST FOR COMMENTS**

**Instructions:** The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary findings and comments of the RDC:

Hartsfield Atlanta International Airport -  
See Preliminary Report

Comments from affected party (attach additional sheets as needed): 1. While considering the Report, and the absence of sufficient time to review the Report, the following comments reflect our overall rejection of the Report content:

1. Disagree with the decision to extend the FIFTH runway for the following reasons:
  - a. Physical impact on property owners in Forest Park.
  - b. The Airport Master Plan Committee recommended "no build" on the 3,000 foot extension for the fifth runway, and the building of the sixth runway. This apparently was unilaterally overridden by Atlanta Mayor, Bill Campbell.
  - c. Repeated violations of existing federal regulations pertaining to over flights on unauthorized headings. The FAA Air Traffic Controller element at Hartsfield fails to comply with regulations relating to headings and altitude of aircraft. Numerous complaints have been registered concerning this gross lack of consideration and violations.
  - d. Omissions of significant data relating to Working Papers Table 7-1, which should affect consideration of the 3,000 foot extension of the fifth runway, and the working papers VIIIB and IX.

Individual completing form: John J. Lampl, II for Mayor Jim Milliron

Local Government: City of Morrow, Ga.

Department: Administration

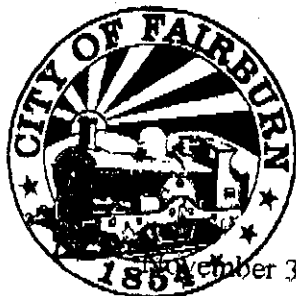
Telephone: (770) 961-4002

Signature: [Signature] Date: 11-30-99

Please return this form to:

Mrs. Beverly Rhea  
Atlanta Regional Commission  
3715 Northside Pkwy  
200 Northcreek, Suite 300  
Atlanta GA 30327

Return Deadline: December 1, 1999



City of Fairburn

*"History Lives Here"*

Ms. Beverly Rhea  
Review Coordinator  
ARC  
200 NorthCreek, Suite 300  
3715 Northside Pkwy  
Atlanta, GA 30213

Dear Ms. Rhea:

The City of Fairburn received the DRI request for review for Hartsfield Airport today. Unfortunately, the deadline for comment was also today.

Fairburn does have concerns about the proposed development and its impact on our citizens. It is not possible to make a reasonable comment with less than a day to review the material.

I respectfully request that the period for comment be extended.

Sincerely,

Anthony W. Cox  
City Administrator



4/21 MTHG

**A RESOLUTION  
TO PROVIDE RECOMMENDATIONS FOR THE ENVIRONMENTAL IMPACT  
STATEMENT FOR THE PROPOSED FIFTH RUNWAY EXTENSION AT HARTSFIELD  
INTERNATIONAL AIRPORT**

**WHEREAS**, on May 20, 1998 a Resolution Regarding the Hiring of a Professional Consultant for the Hartsfield International Airport Expansion Project was adopted by the Board of Commissioners; and

**WHEREAS**, on September 16, 1998, the Board of Commissioners adopted a Resolution Setting Forth the Criteria to be Used in the Selection of a Professional Consultant for the Hartsfield International Airport Expansion Project; and

**WHEREAS**, on October 21, 1998 a Resolution Opposing Plans for a Sixth Runway at Hartsfield International Airport was adopted by the Board of Commissioners; and

**WHEREAS**, the Board of Commissioners and Fulton County Staff have continuously participated in all reviews of proposed expansion proposals for Hartsfield International Airport; and

**WHEREAS**, the process to evaluate alternatives for expansion of the fifth runway at Hartsfield International Airport has been initiated; and

**WHEREAS**, in accordance with the National Environmental Policy Act of 1969 an analysis of impacts to the environment for federally-funded actions such as proposed airport improvements mandates preparation of an environmental analysis referred to as an Environmental Impact Statement (EIS); and

**WHEREAS**, the EIS should present detailed analyses of numerous potential environmental impacts and should provide opportunities for citizen input regarding prolonged action, varying alternatives to actions and evaluations of potential impacts as a result of the proposed federal initiative; and

**WHEREAS**, public comment during the EIS process is required and is significant during the formative stages of the process to address local citizen concerns and objectives; and

**WHEREAS**, the Fulton County Board of Commissioners finds it desirable to provide concerns and recommendations regarding the EIS process, specifically addressing the potentially adverse environmental, socioeconomic and other vital impacts to Fulton County citizens resulting from the proposed fifth airport runway extension at Hartsfield International Airport; and

**WHEREAS**, the Fulton County Board of Commissioners has and will remain extremely concerned about the possible relocation of displaced citizens in South Fulton County and to the extent allowed by law the equitable financial treatment of homeowners and businesses in South Fulton County; and

**WHEREAS**, the public scoping period for the EIS process for the Extension of the fifth Runway will be concluded on May 6, 1999; and

**WHEREAS, The Fulton County Board of Commissioners have concerns regarding this process and the potential impact of this project on the citizens of Fulton County;**

**NOW, THEREFORE, BE IT RESOLVED** that the Fulton County Board of Commissioners has provided the attached lists of recommendations and concerns for the EIS process which will be provided to the Federal Aviation Administration and thereby entered into the record.

**BE IT FINALLY RESOLVED** that this Resolution should take effect upon adoption.

**PASSED AND ADOPTED** by the Board of Commissioners of Fulton County, Georgia, this  
twenty-first day of April 1999.

**SPONSORED BY:**

Michael Hightower, Commissioner, District 5

**ATTEST:**

APPROVED AS TO FORM:

Justine Boyd, Clerk to Commission

Overtis Brantley, County Attorney

- VI. As previously stated in resolutions adopted by the Board of Commissioners, the primary focus in evaluating the proposed alternatives for the runway extension should be impacts to noise levels, impacts to the environment and the potential displacement of citizens and businesses in South Fulton County.
- VII. Fulton County would also recommend that Environmental Justice issues weigh significantly on the outcome of any proposed extension alternative, since the areas surrounding the proposed airport expansion consist of predominantly minority populations.
- VIII. During the evaluation of expansion alternatives for the fifth runway, preferential pathways for each viable alternative should be examined. Additionally, operational hours for the proposed runway should be considered to reduce the noise impact to area citizens.
- IX. If any alternatives are proposed to be studied other than the four presented during the scoping process, then Fulton County requests that the scoping process be reopened for public comments.
- X. Any evaluation of a sixth runway option should only be considered as part of a separate environmental impact statement.